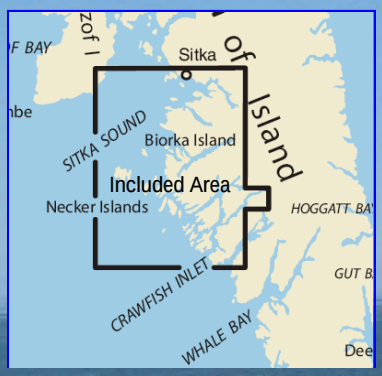
BookletChart™

Crawfish Inlet to Sitka

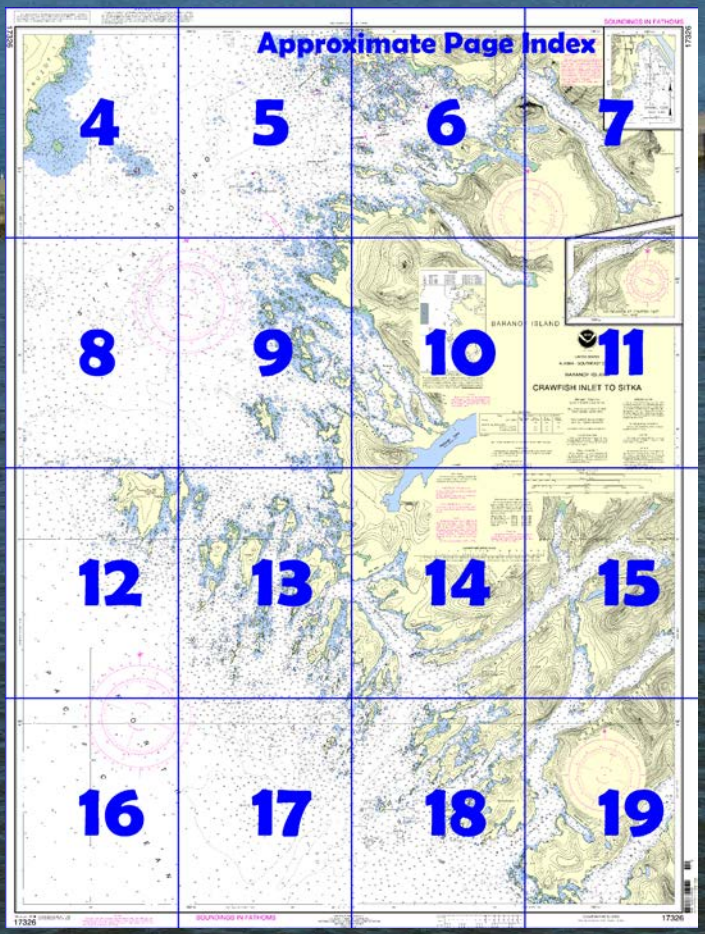
NOAA Chart 17326

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

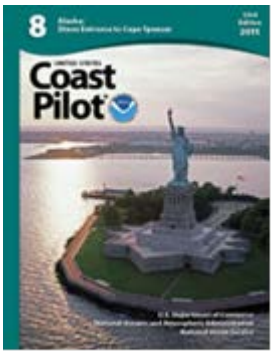
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17326.



(Selected Excerpts from Coast Pilot)
Crawfish Inlets, with entrances 6.5 to 11.5 miles NW of North Cape (56°36'N., 135°08'W.), consist of two principal arms connected inland by Cedar Pass. The inlets and entrances are generally deep and clear, but between the two principal entrances are off-lying dangers.
Walker Channel is the SE entrance to Crawfish Inlet, and **Aspid Cape**, low and wooded, forms the SE point at the entrance.
Jamboree Bay, with a depth of 5½ fathoms in the entrance, extends SE from the head of Walker Channel. In entering, keep in midchannel, and anchor near the head of the bay in 10 to 17 fathoms with good holding ground. SE winds sweep through the anchorage with considerable force.
Rakof Islands are a group of wooded islands between Walker Channel and the entrance to West Crawfish Inlet. **Beauchamp Island**, the largest island of the group, forms the NW side of Walker Channel. **Scow Island**, the SW island of the group, is W of Beauchamp Island.
Scow Bay indents the W shore of Beauchamp Island and is much used by local fishermen as an anchorage. Favor the SE shore when entering the bay, passing S of all the islands near the entrance. At the narrows leading to the basin at the head of the bay, a 10-foot shoal extends 100 yards NE from the island on the SE. Maintain midchannel between the charted rocks and island. There is good anchorage off the point about 0.8 mile above the entrance on the N shore of the bay in 10 fathoms, mud bottom; also in the basin at the head of the bay in 2½ to 3¼ fathoms, mud bottom.
Middle Channel is a passage leading to Crawfish Inlet from the sea, midway between Walker Channel and West Crawfish Inlet. Setting a course from SW, to pass close to the NW side of Scow Island, then adjusting course as necessary to clear the island, islets, and rocks N of Scow Island will lead clear of the dangers up to this entrance. One mile inside this entrance, near midchannel, is a submerged rock with ¼-fathom over it and marked by kelp, which should preferably be passed to the S.
Biali Rock, bare and white, is the extreme W islet of a chain of bare islets that extend W from Rakof Islands. Foul ground extends for about 1 mile S and E of the rock. **South Rocks** are a group of rocks, awash at high water, near the SE limit of the foul ground.
An inside passage furnishes protection for small craft bound for Sitka. Pass E of Scow Island, avoiding the rock in midchannel, and through **Cameron Pass**. Favor the SE shore of Middle Channel until up to **Second Narrows**. Pass E of a large rock off the point, then favor the S shore, and take a midchannel course through the narrows. A shoal of 2½ fathoms is in Second Narrows. Head N until up to an opening leading NW. Favor the SW shore of this opening, passing a rock covered ¾-fathom in the center. Then head NE for about 0.6 mile and turn W around a point, passing in midchannel through **First Narrows**. Cross West Crawfish Inlet and enter Windy Passage.
Crawfish Inlet is deep and clear except for a rock that uncovers 3 feet in midchannel, about 3.5 miles from its junction with Walker Channel, Middle Channel, and Cedar Pass and a 4-fathom shoal on the E side of the channel in about 56°47'53"N., 135°05'45"W. and about 3 miles from the head. The inlet can be entered from seaward through Walker Channel or Middle Channel; the former is safer.
Cedar Pass, connecting Crawfish Inlet with West Crawfish Inlet, is suitable only for small craft. In using the pass, favor the W shore up to the narrows, then keep a midchannel course. **Lodge Island** is the large island that forms the W side of Cedar Pass. The bay formed by the bight in Lodge Island and the Rakof Islands, located between First Narrows and Second Narrows, affords good protection and anchorage for vessels up to 300 feet in length, clay bottom. Large vessels must enter the bay by passing N of Biali Rock outside of the 20 fathom contour and heading ENE to the narrow, deep cut between the Rakoff Islands. This cut is about 200 yards wide, but carries 15 fathoms at midchannel with no dangers extending from the steep vertical walls into the cut. Anchorage in 19 fathoms may be found 400 yards NW of the islet in the middle of the bay.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

NOTE B

SITKA HARBOR

All aids, dangers, cable areas and hydrography removed from this area use chart 17327.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:40,000 at Lat 56° 52'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

During the recent survey of Kanga Bay and the area northwest of Kanga Bay, many uncharted rocks were located within the 10 fm contour. Not all of these rocks are shown on this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed on Obsechki Island.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation leaving the higher elevations bare.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.322" southward and 6.357" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt Robert Barron, AK	KZZ-87	162.450 MHz
Mt McArthur, AK	KZZ-95	162.525 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Sitka, AK	WXJ-80	162.550 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

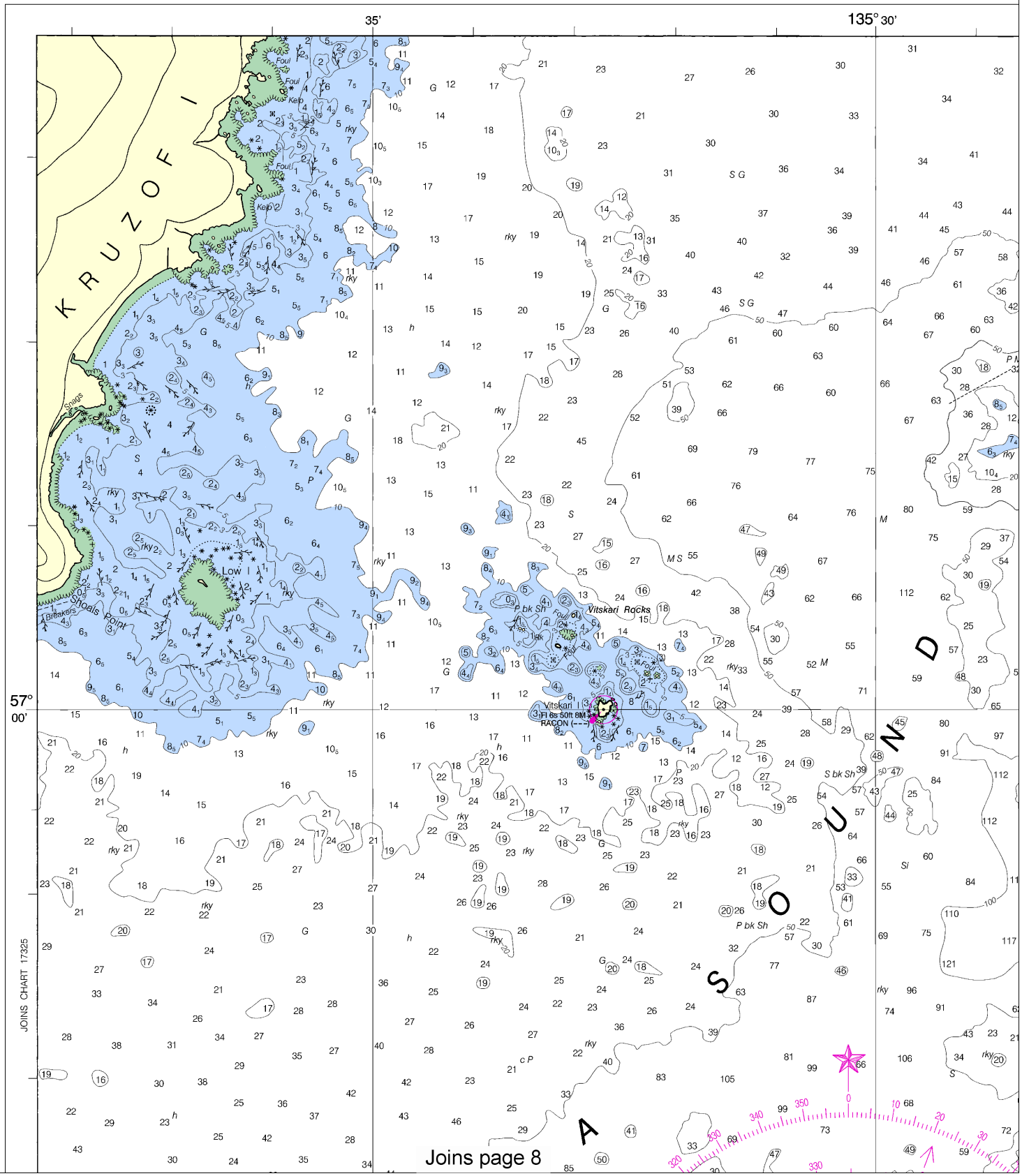
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Symonds Bay	(56°51'N/135°31'W)	9.8	9.0	1.4
Sitka	(57°03'N/135°20'W)	9.9	9.2	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Oct 2011)

17326



Printed at reduced scale.

~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles

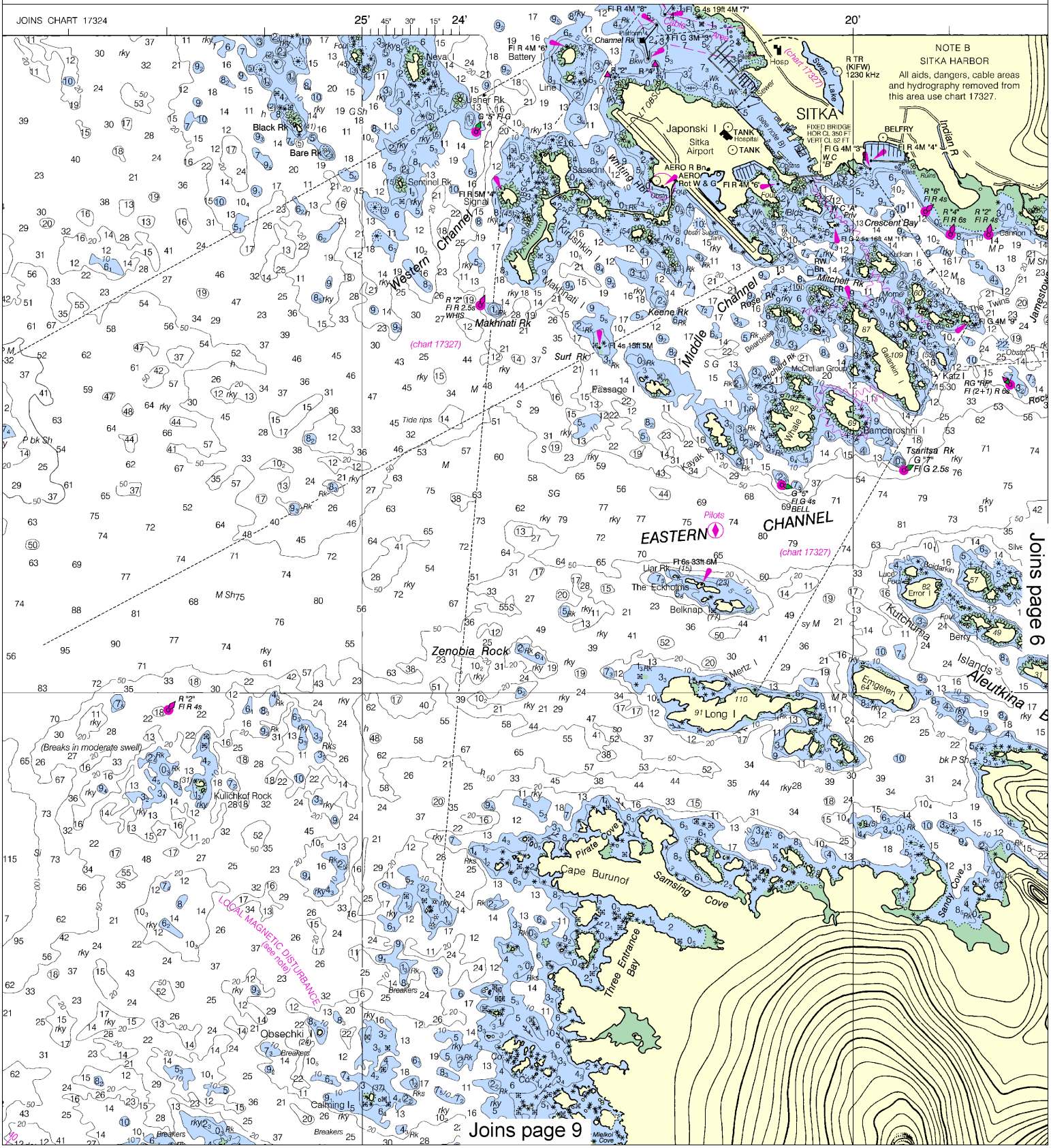
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

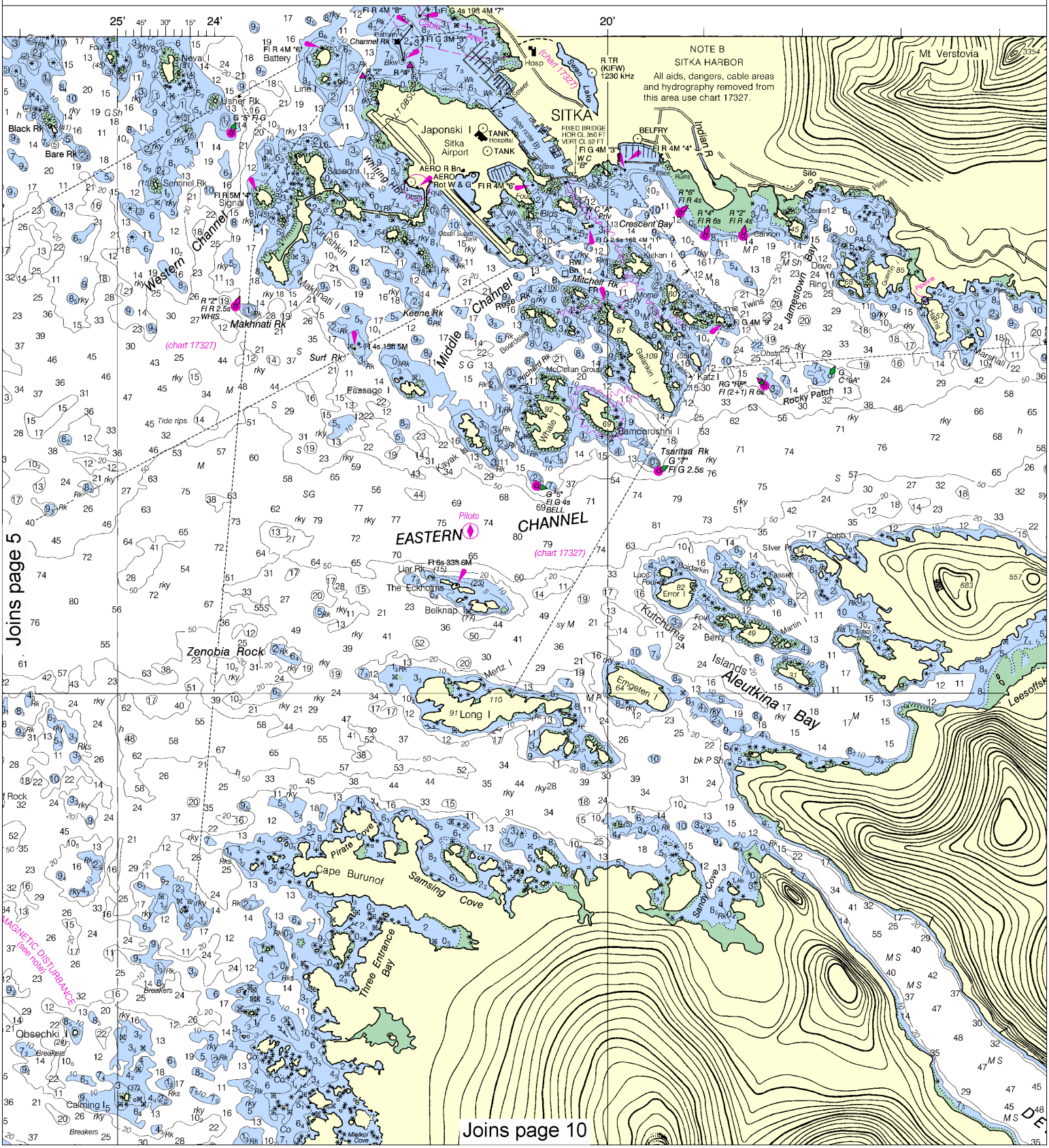
Note: Chart grid lines are aligned with true north.

Formerly C&GS 8255, 1st Ed., Aug. 1929 KAPP 2654



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8255, 1st Ed., Aug. 1929 KAPP 2654



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Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

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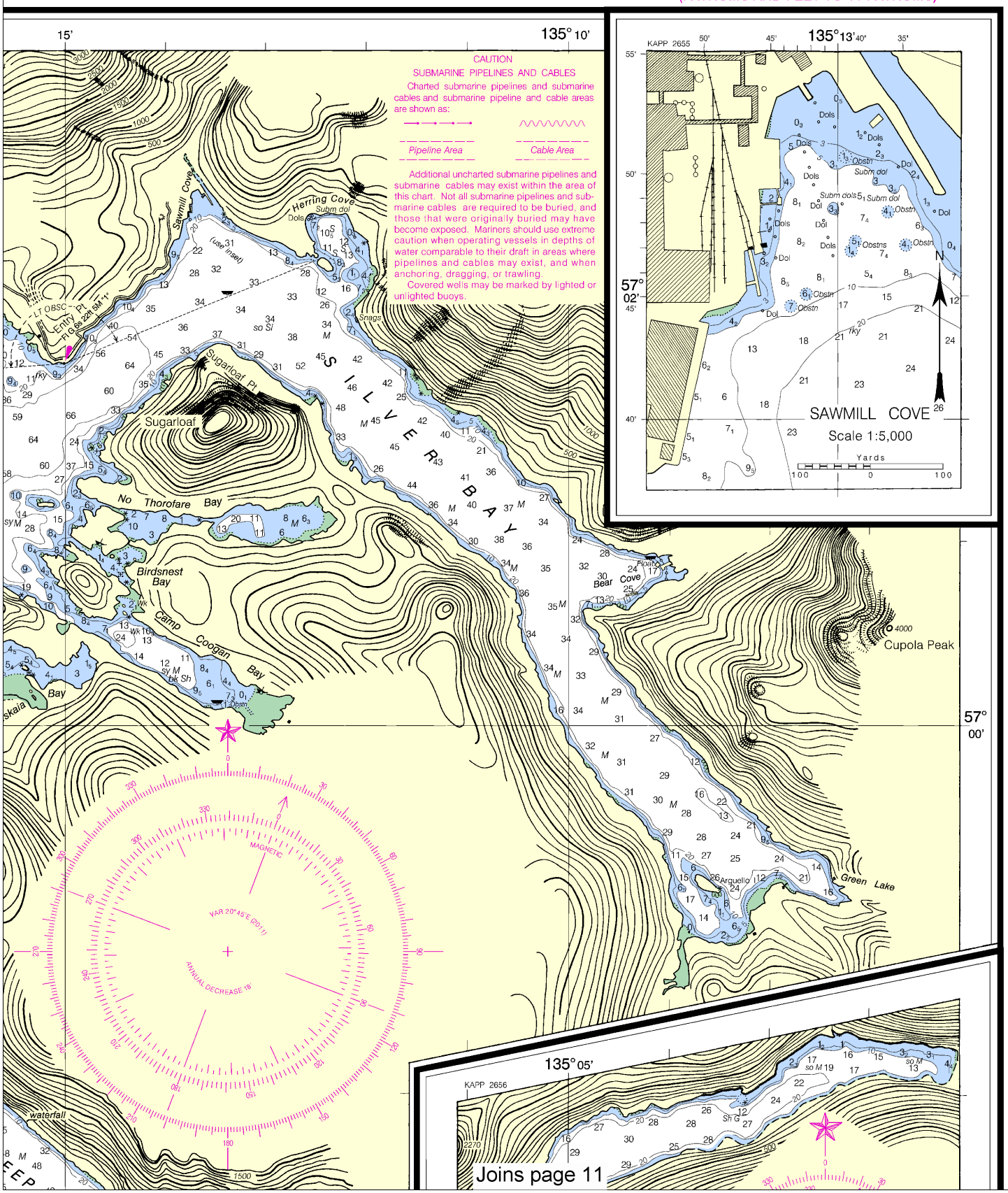
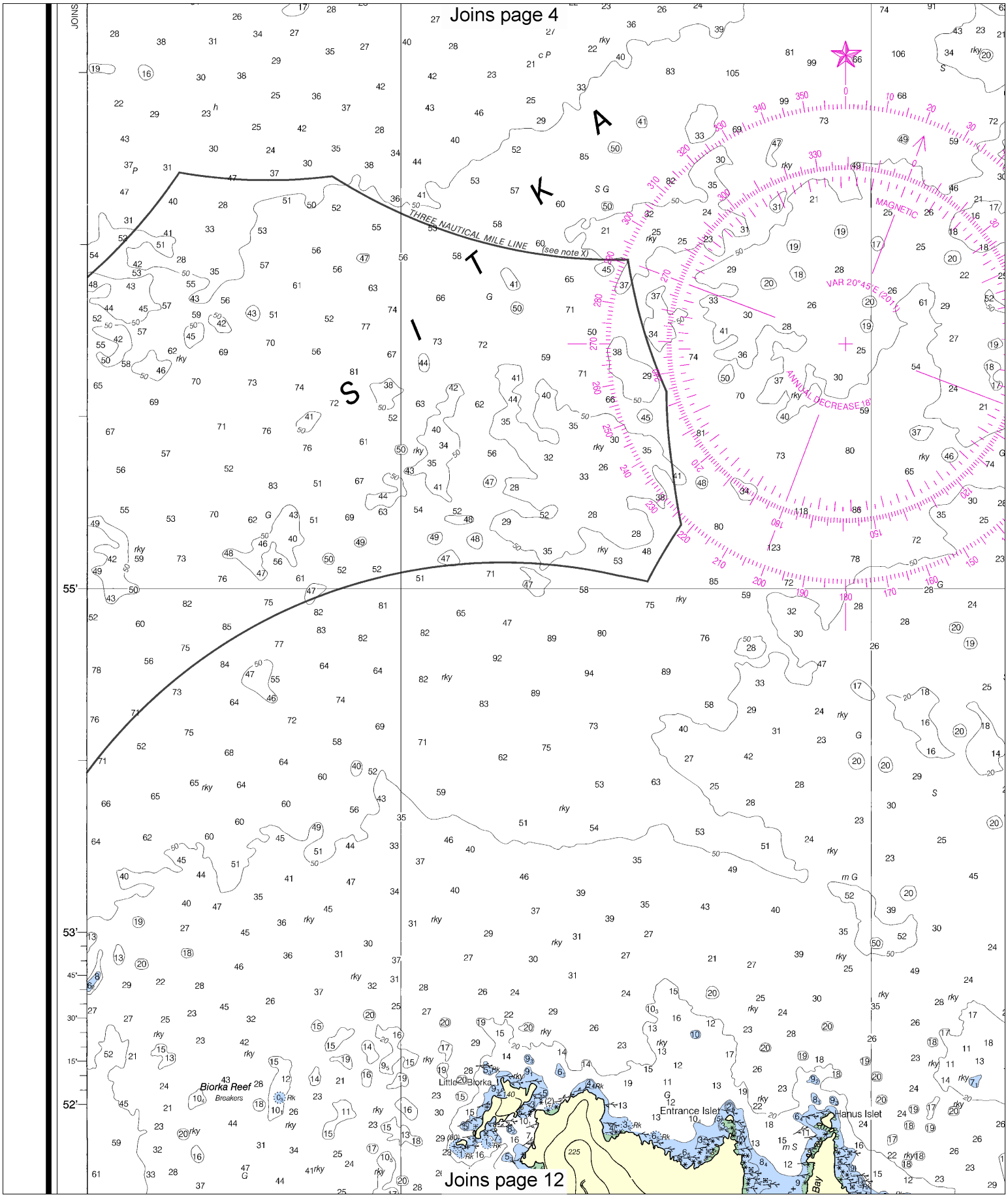
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17326



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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Nautical Miles: 1 ½ 0 1 2 3

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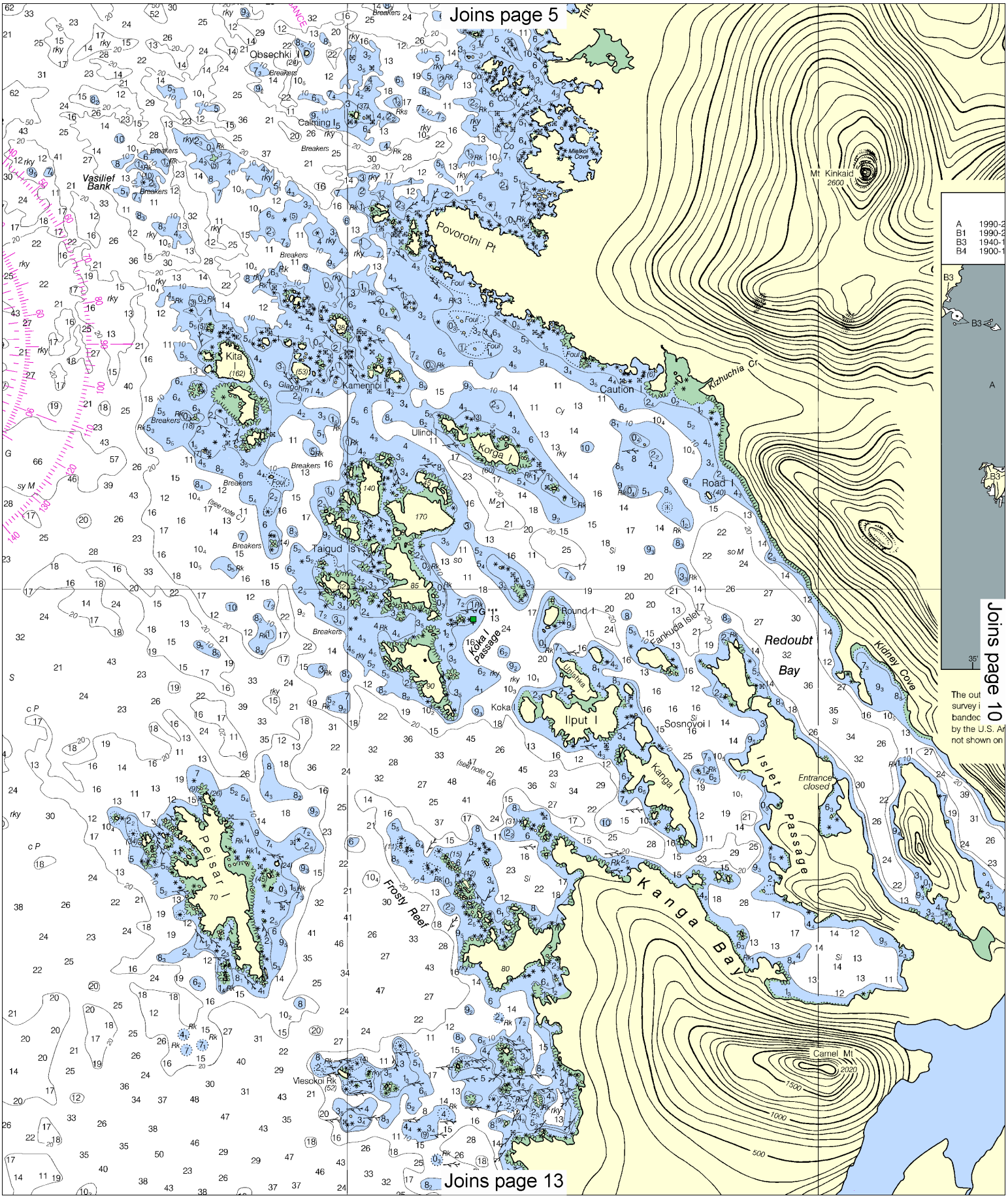
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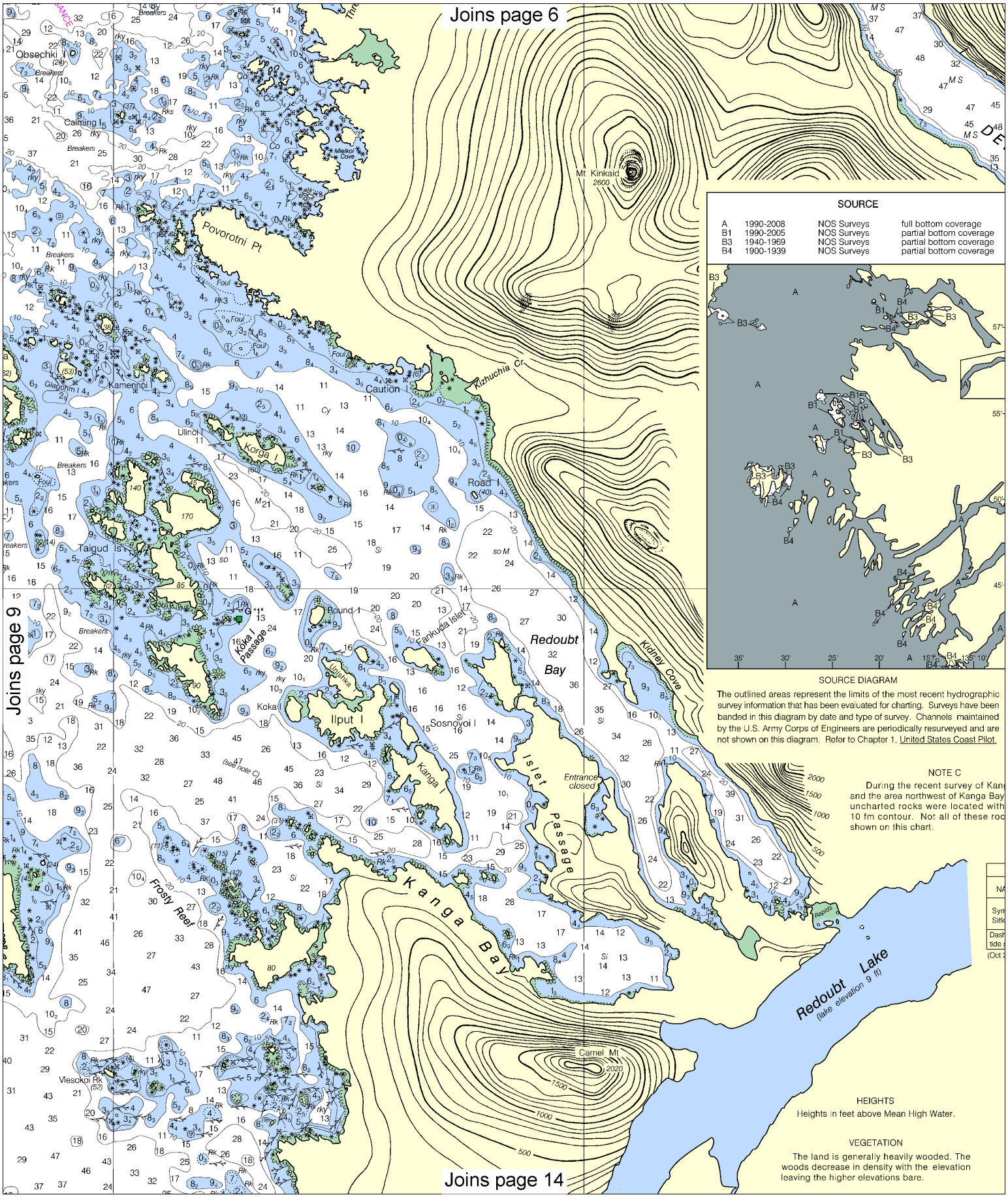

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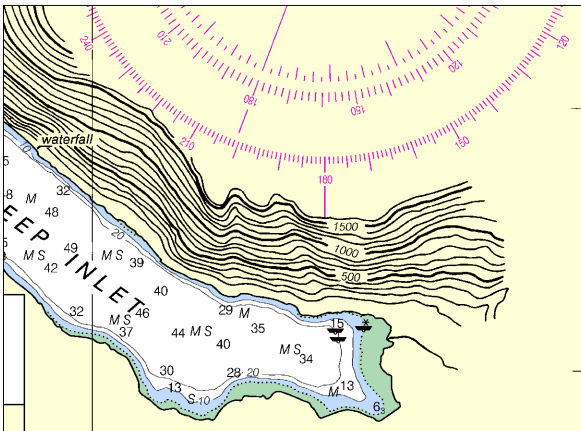

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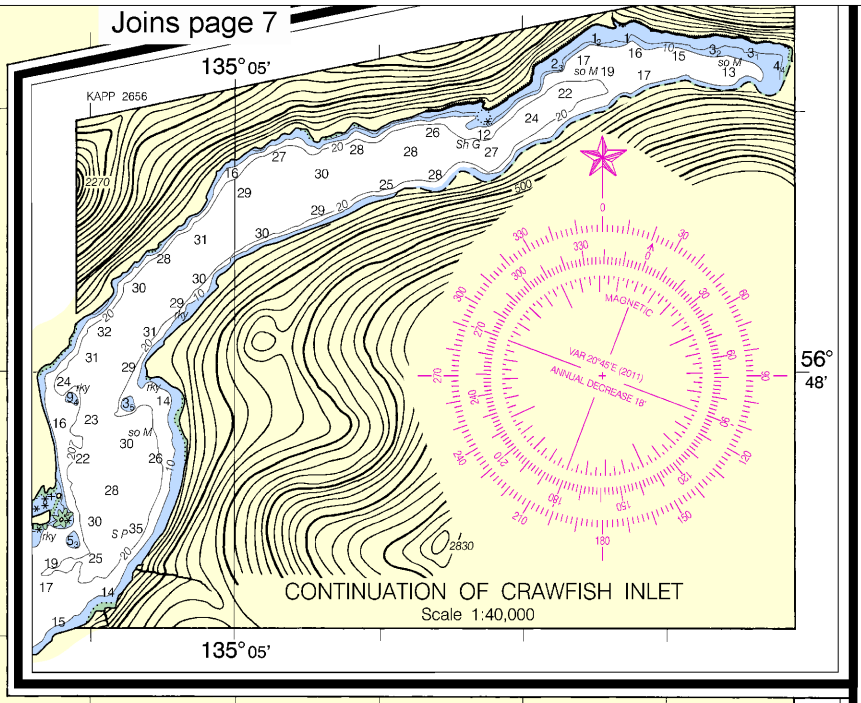
Joins page 7



BARANOF ISLAND

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

BARANOF ISLAND

CRAWFISH INLET TO SITKA

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Scale 1:40,000 at Lat 56° 52'

North American Datum of 1983
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

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CAUTION

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Station positions are shown thus:
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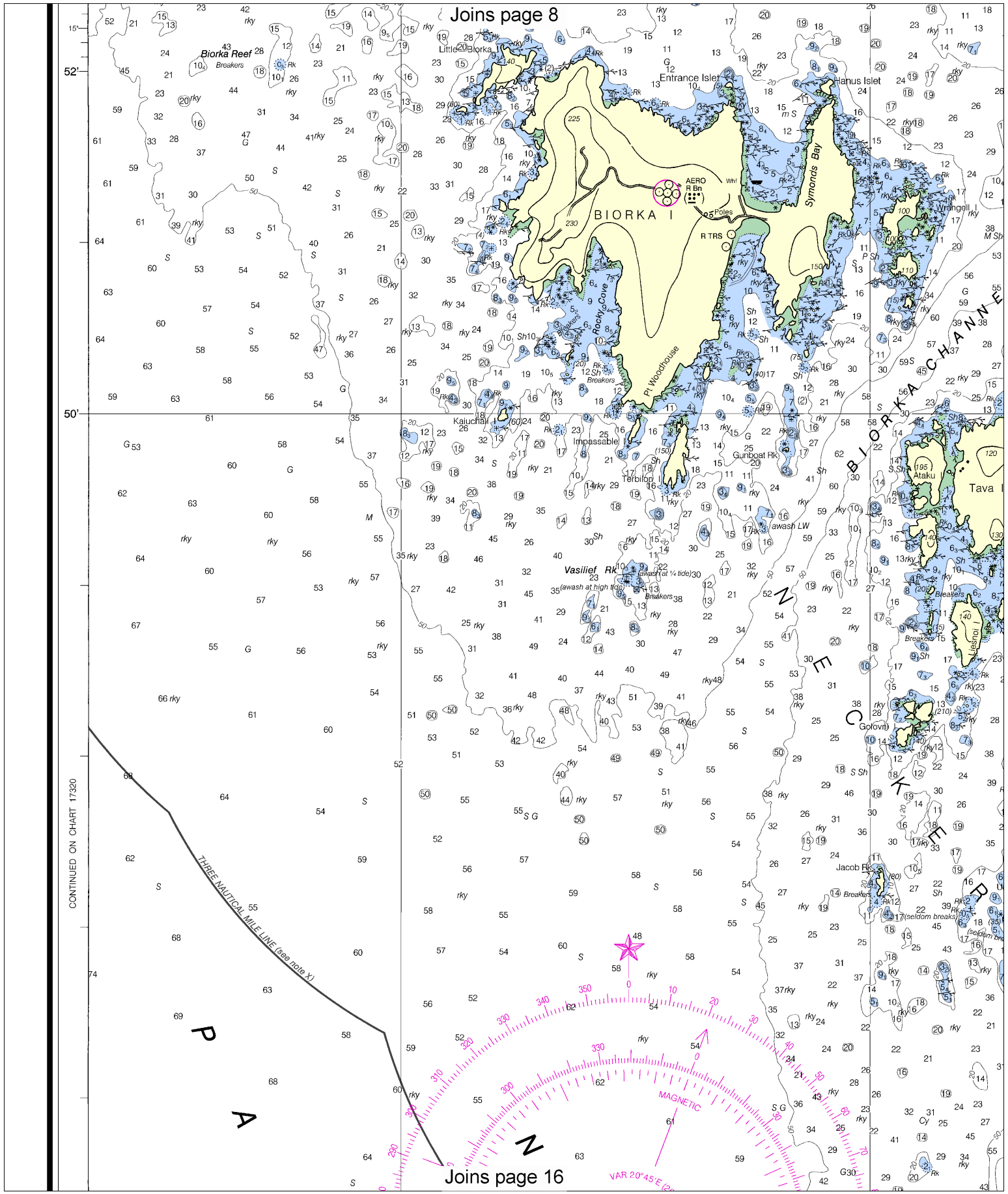
SCALE 1:40,000

Nautical Miles
1 ½ 0 1 2 3

Statute Miles
1 ½ 0 1 2 3

55'
53'
45"
30"
15"
52'

Joins page 15



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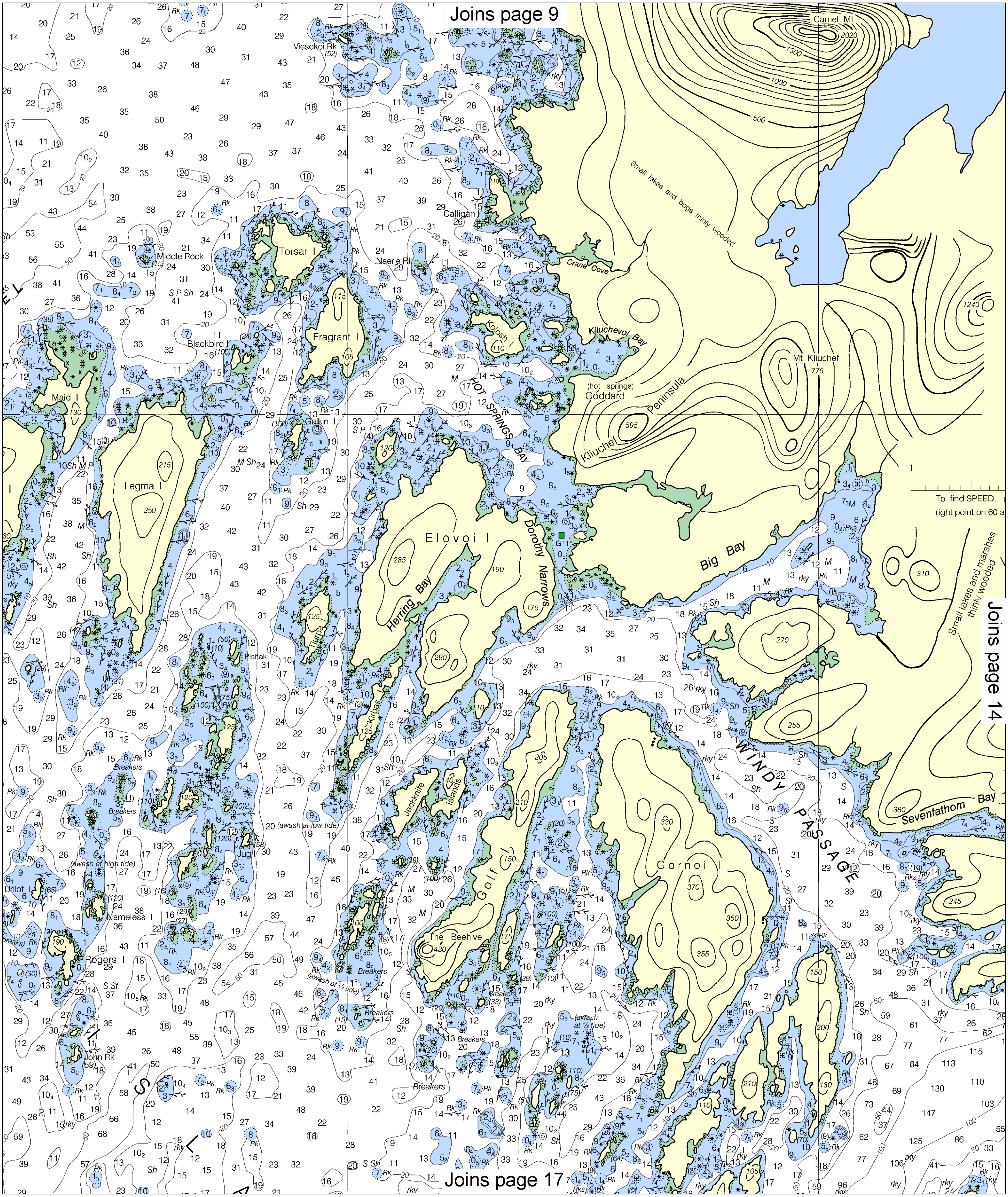
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.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Joins page 14
Joins page 17
Camel Mt
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Middle Rock
Torsar I
Naerie Rk
Calligan I
Crane Cove
Kliuchevoi Bay
Kolosh I
Fragrant I
Blackbird I
Maid I
Galkin I
HOT SPRINGS BAY
(hot springs)
Goddard
Kliuchef Peninsula
Mt Kliuchef
Legma I
Elovoi I
Dorothy Narrows
Herring Bay
Big Bay
To find SPEED,
right point on 60
Small lakes and marshes thinly wooded
Tiutpa I
Pishak I
Kirbas I
WINDY PASSAGE
Sevenfathom Bay
Jackknife Islands
Golf I
Gornoi I
The Beehive
Jug I
Nameless I
Uriof I
Rogers I
John Rk
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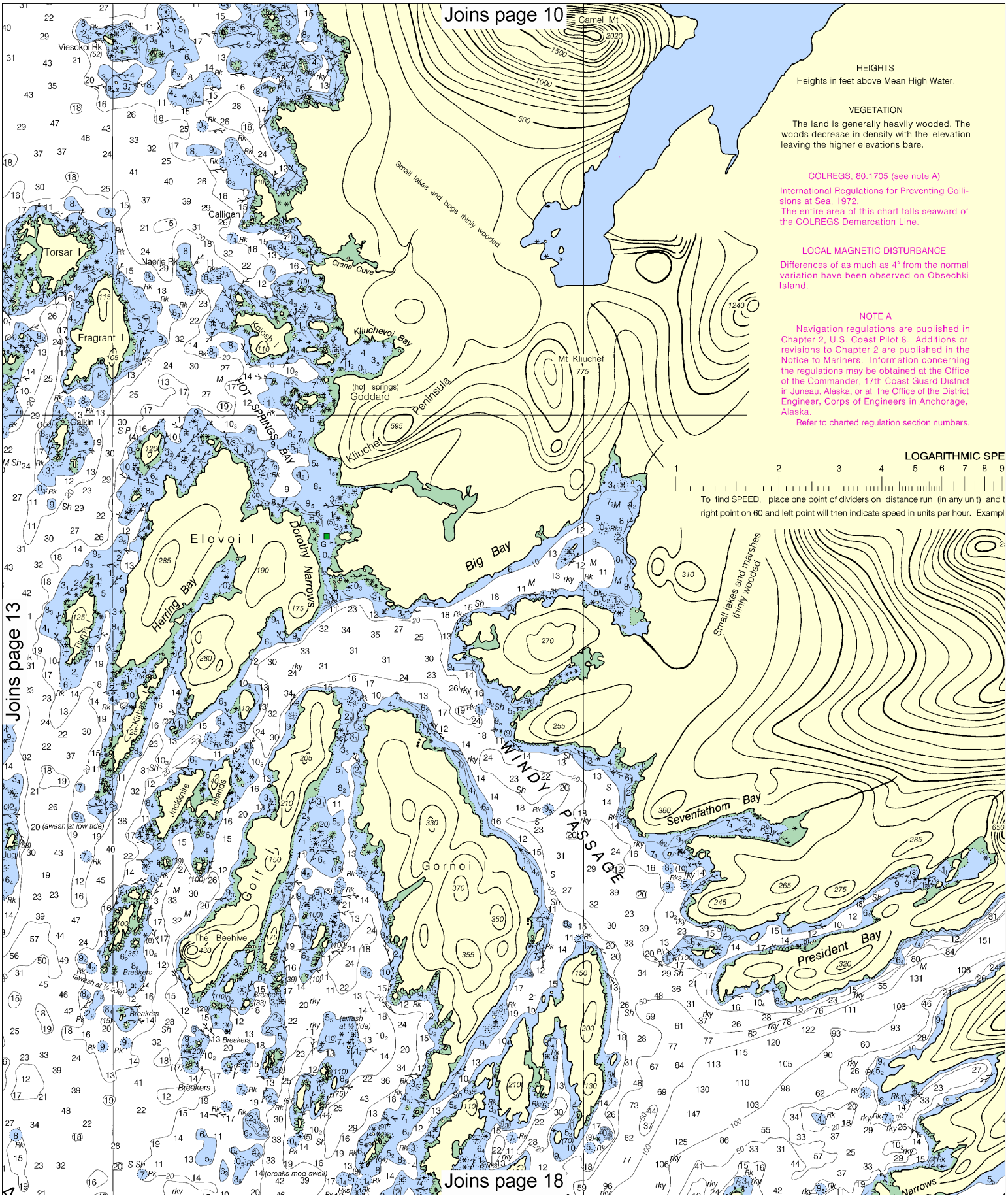
(awash at high tide)
Breakers



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Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Joins page 11

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Station positions are shown thus:
⨀(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

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SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Statute Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Meters: 1000 0 1000 2000 3000 4000 5000

NOAA WEATHER RADIO BROADCASTS

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Cape Fanshaw, AK	KZZ-88	162.425 MHz
Sitka, AK	WXJ-80	162.550 MHz

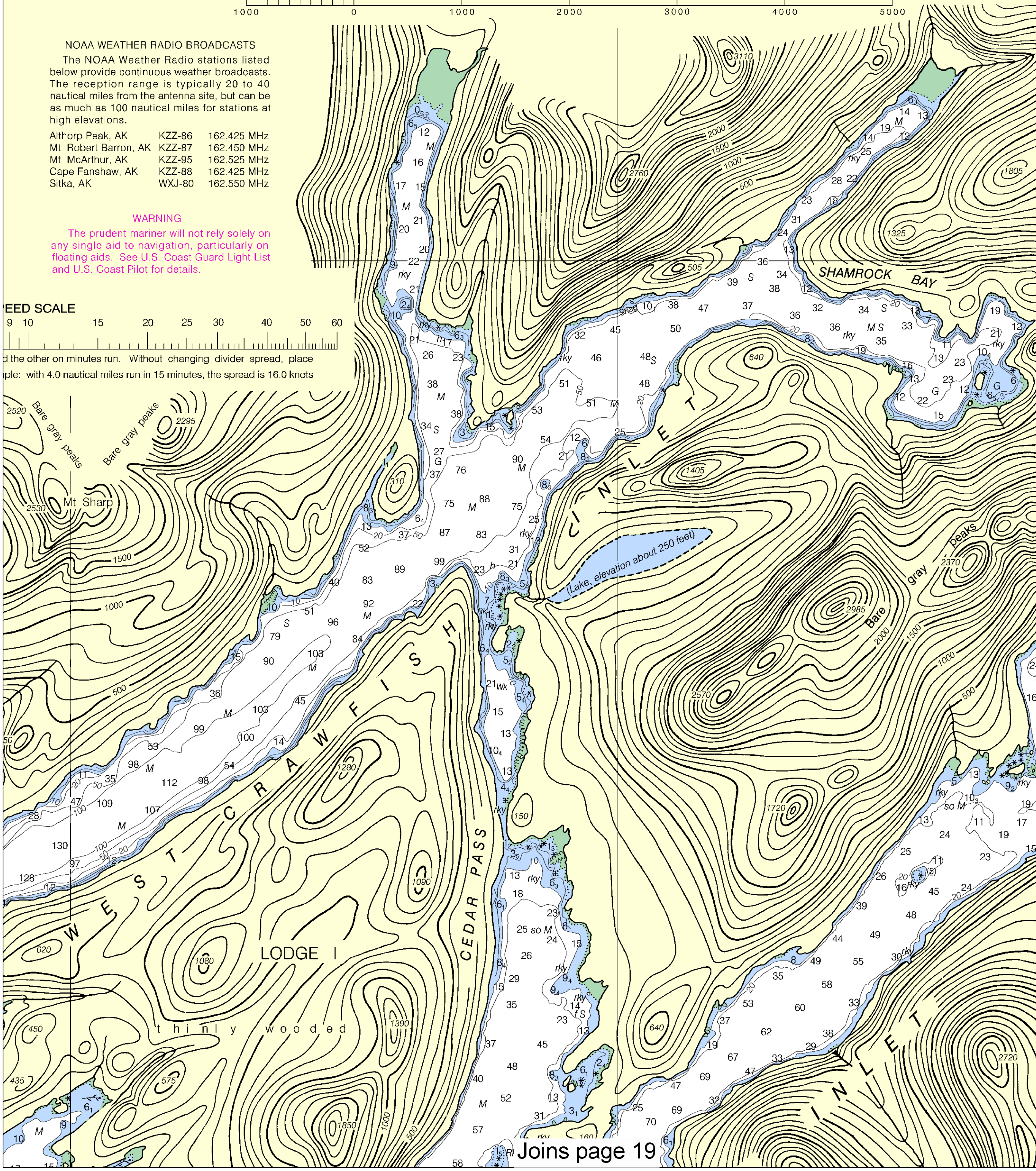
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

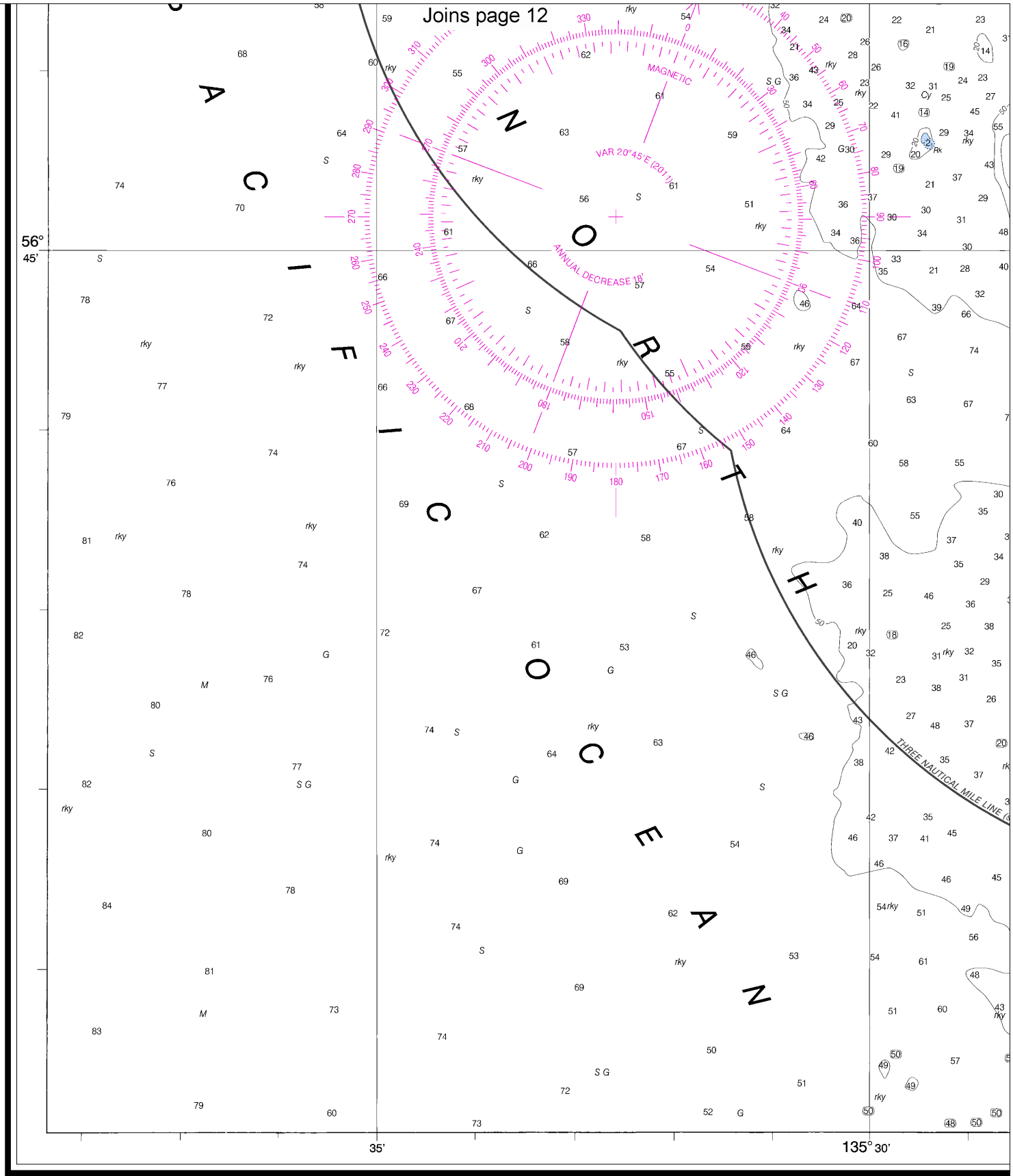
SPEED SCALE

9 10 15 20 25 30 40 50 60

...d the other on minutes run. Without changing divider spread, place ...ple: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots



Joins page 19



17th Ed., Nov. / 11 ■ Corrected through NM Nov. 19/11
Corrected through LNM Nov. 08/11

17326

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDI
(FATHOM

16

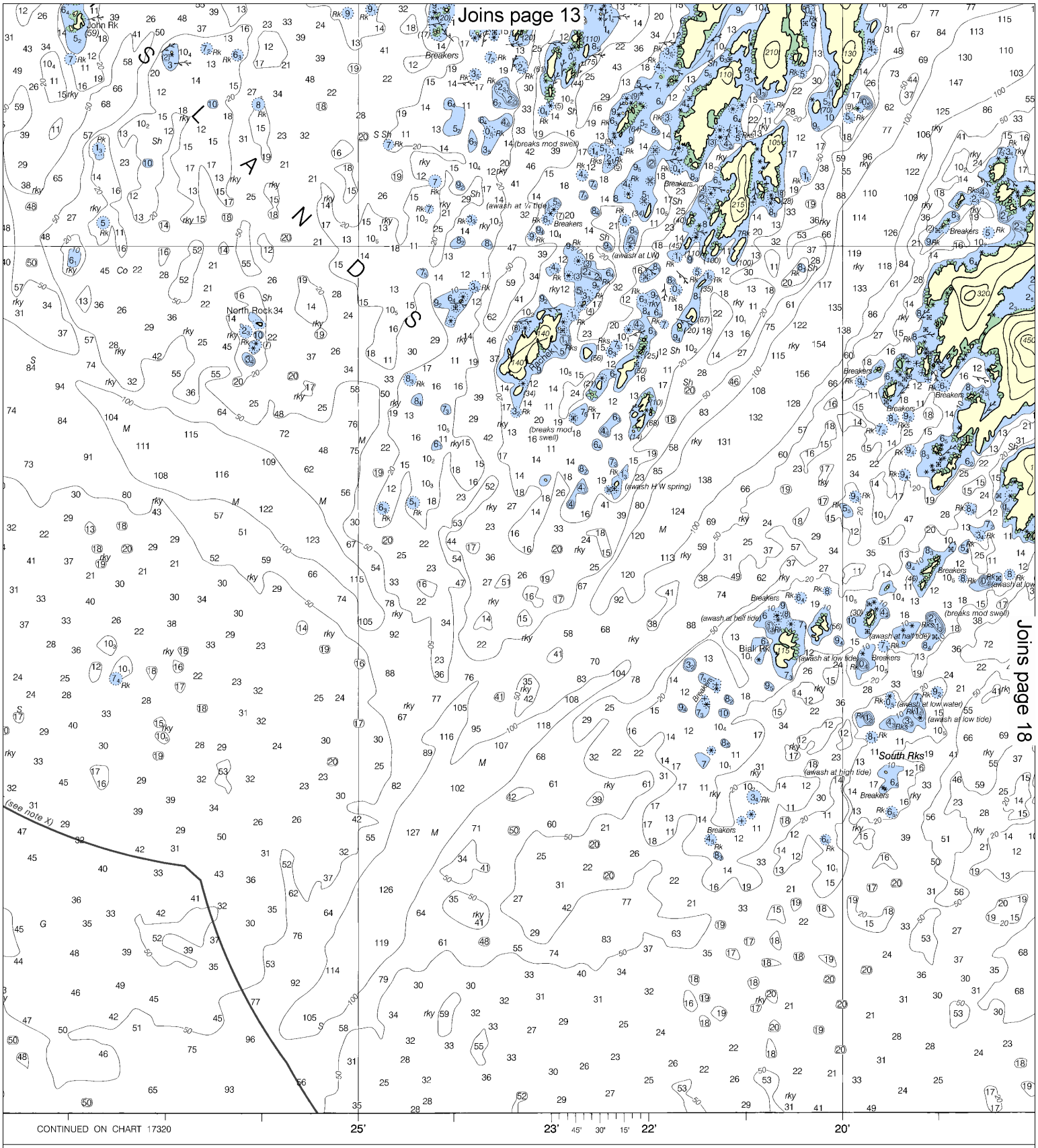
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



INGS IN FATHOMS
MS AND FEET TO 11 FATHOMS)

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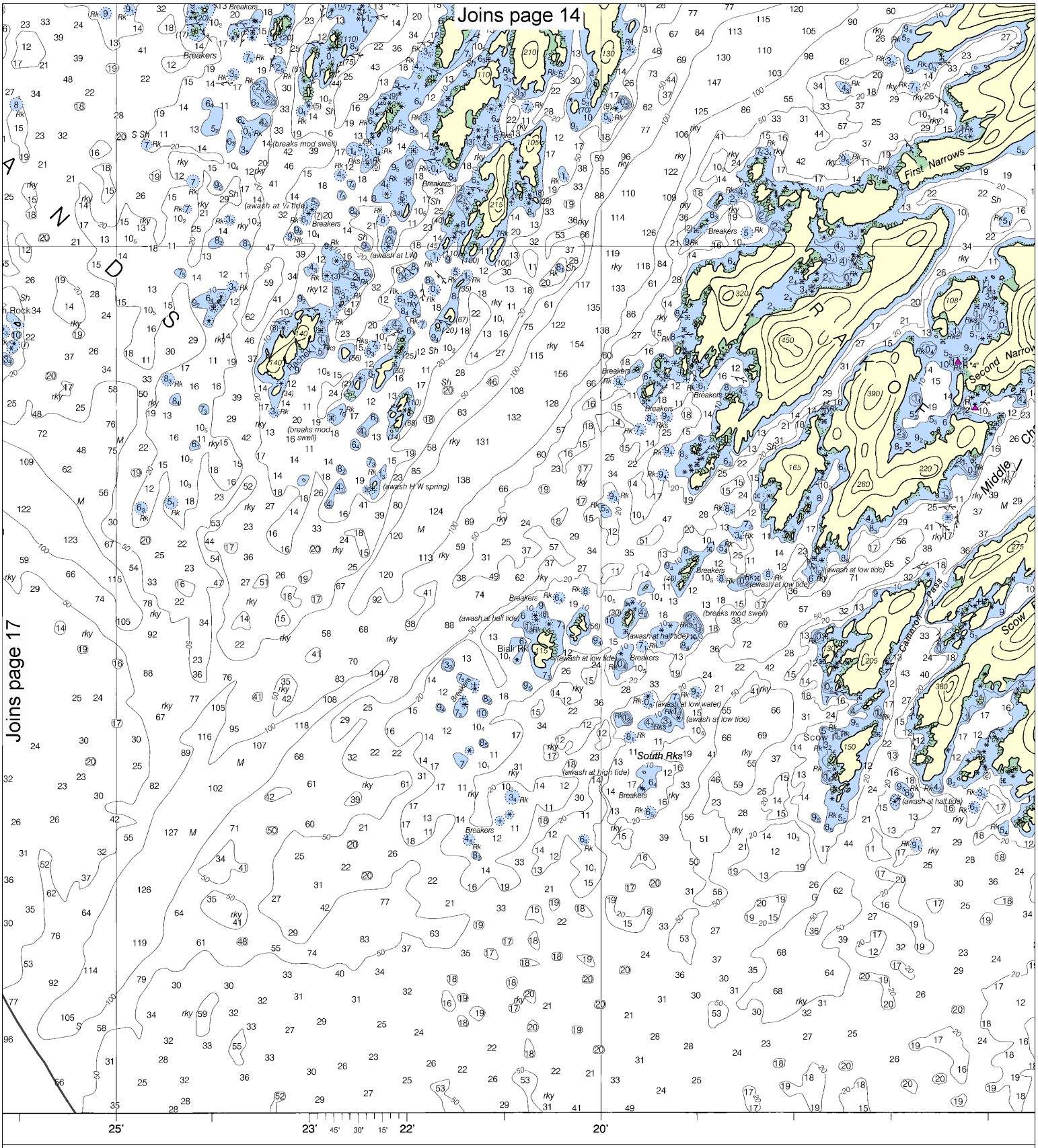
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8		
FEET	6	12	18	24	30	36	42	48		
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

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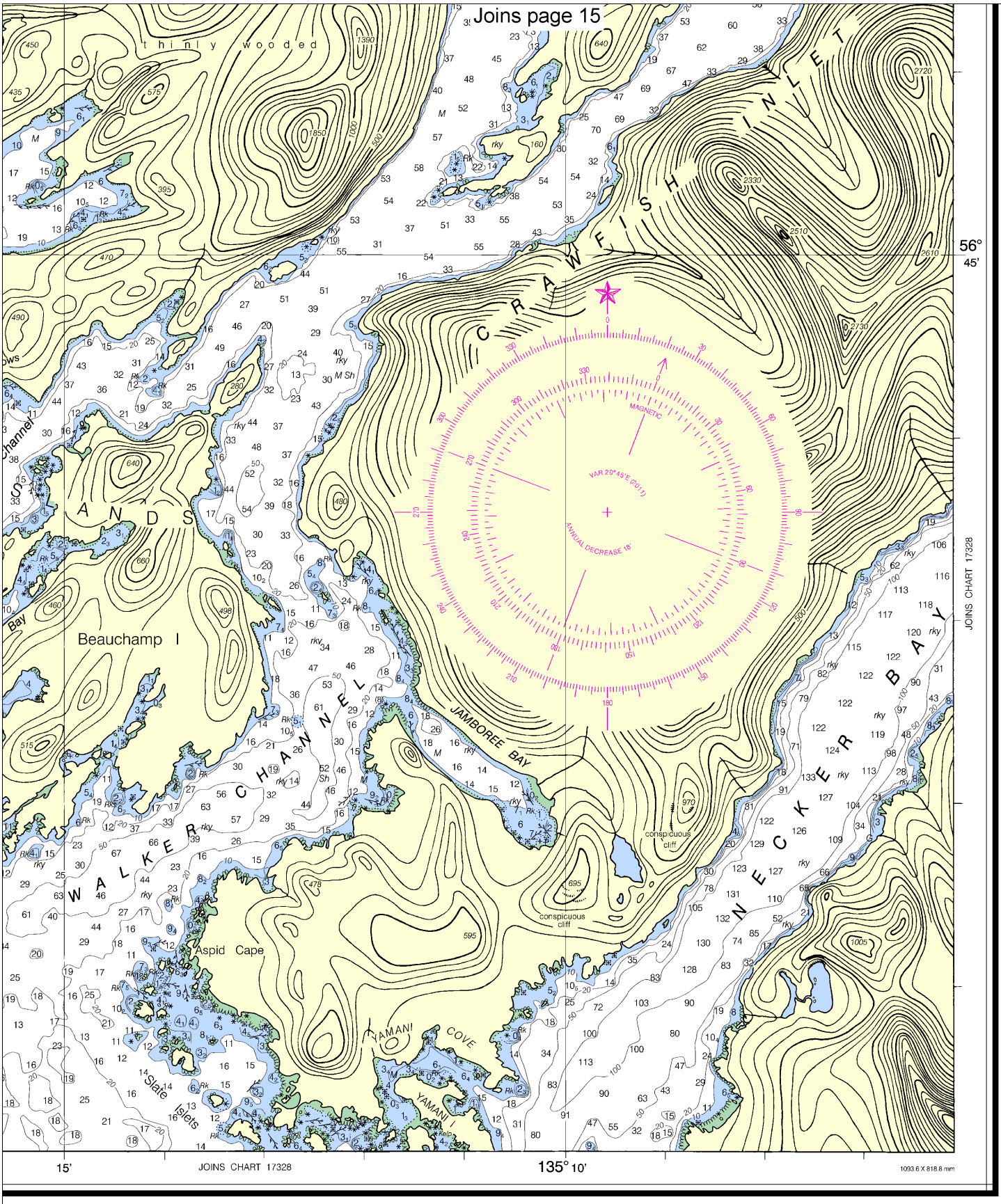

Crawfish Inlet to Sitka

SOUNDINGS IN FATHOMS AND FEET - SCALE 1:40,000

17326

ED NO. 17

NSN 7642014011400 NGA REFERENCE NO. 17BHA17326

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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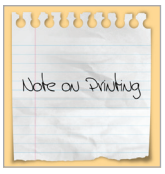

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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